

OUR JOBBING DEPARTMENT
HAVING been REPLEN-
ISHED with a large as-
sortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
utmost despatch; and at
very moderate rates.

"CHINA MAIL" OFFICE.

The China Mail.

Established February, 1845.

VOL. XLX. No. 9804

號八十月七日四十九百八千一英

HONGKONG, WEDNESDAY, JULY 18, 1894.

日六月六午甲

PRICE \$2 PER MONTH.

Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

The Co.'s Steamship Wingfield, Capt. J. A. de Ste. Croix, will be despatched as above TO-MORROW, the 19th Inst., at Noon, and not as previously advertised.

For Freight or Passage, apply to JARDINE, MATTHESON & CO., General Managers.

Hongkong, July 18, 1894. 1163

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

The Co.'s Steamship Haifan, Captain Honora, will be despatched for the above Ports on FRIDAY, the 20th Instant, at Noon.

F. Freight or Passage, apply to DOUGLAS LAPRAK & CO., General Managers.

Hongkong, July 17, 1894. 1167

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient Inducements offer.) (Taking Cargo at through routes to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship Adria, Capt. G. Petersen, will be despatched for the above Ports on FRIDAY, the 20th Instant, at 4 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, July 10, 1894. 1149

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

The Steamship Starlight, Capt. G. Frampton, will be despatched for the above Ports on FRIDAY, the 20th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 14, 1894. 1176

SHELL LINE OF STEAMERS.

FOR HAVRE AND LONDON.

(Taking Cargo at through routes to CONTINENTAL PORTS, GLASGOW, LIVERPOOL & NEW YORK.)

The Co.'s Steamship Bulwark, Capt. T. G. Scott, will be despatched as above on or about the 20th Instant.

For Freight, apply to ARNHOLD, KARBERG & CO., Agents.

Hongkong, July 12, 1894. 1160

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

The Co.'s Steamship Chinaman, R. Innes, Commander, will be despatched as above on WEDNESDAY, 1st Proximo, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine.

A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried.

Optional Charge will be forwarded unless notice to the contrary be given before 1 p.m. To-day.

Cargo remaining undelivered after the 24th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damage and/or shortage not later than the 31st instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO., Agents.

Hongkong, July 17, 1894. 1183

GOVERNMENT NOTIFICATION.

No. 269.

THE following Particulars of SALE of

CROWN LAND by Public Auction,

to be held on the Spot, on MONDAY, the

23rd day of July, 1894, at 3 p.m., are

published for general information.

By Command,

J. H. STEWART LOCKHART, Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,

Hongkong, 7th July, 1894. 1177

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the

23rd day of July, 1894, at 3 p.m., are

published for general information.

By Order of His Excellency the Governor, of One Lot of Crown Land in

the Colony of Hongkong, for a term of

75 years.

Particulars of the Lot.

No. 2 Registry No. 1180

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Kowloon Island (near Shauha house)

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THE CHINA MAIL.

The Sanitary Board will meet to-morrow (Thursday) the 19th. Following in the business:-

ORDERS OF THE DAY.

Minute by His Excellency the Governor concerning the exercise of the Board's powers with regard to premises unfit for human habitation.

Mr R. K. Leigh, pursuant to notice, will ask the President—'What steps, if any, are being taken to prevent the Panya River clamation Works in course of the block from Ice House Street to Pottinger Street blocking the outlet to all the drains in a similar manner as was done in front of Bonham Street?

Letter by Dr Cantlie concerning the outbreak of Plague in Hongkong.

Minute by Surgeon-Major James upon the above.

AGENDA.

1. Mortality Returns for weeks ended the 7th and 14th July, 1894.

2. Colonial Secretary's letter concerning Mr A. G. Gordon's complaint of an offensive smell said to emanate from Bowrington Canal.

3. Colonial Secretary's letter concerning—

(a) The steps necessary to be taken for the completion of the separate system of drainage.

(b) The compulsory connexion of the drains of certain premises to the Government sewer in Ice House Lane.

4. Report by the Acting Superintendent concerning a complaint by Mr Kennedy of offensive smells in the neighbourhood of his stables at Causeway Bay.

5. Application for permission to erect water-closets on Marine Lot 2a (No. 6, Praya Central).

All old cricketing friends of the 58th, both here (says the *Singapore Free Press*) and at Hongkong, will be glad to hear that Lieut. Higginbotham has achieved a brilliant performance in the betting way in a recent match at home. Playing at Leyton on 1st June, for Colchester Garrison against Essex Club and ground (including such fine bowling as that of Mr Kortright and Mead), Lieut. Higginbotham made the capital score of 118 runs. The total scores were Essex County 138; Colchester Garrison, 174 for six wickets.

In H. B. M. Consular Court, on 4th July, before Mr. Beckett, Acting-Counsel, Mr. Naylor moved for the revision of an order made the previous day, granting an extension of eight days time for the filing of an answer, by Mr. W. A. G. Tillett, to the motion of Mr. G. W. Ward for the appointment of a receiver to wind up the partnership affairs between plaintiff and defendant in connection with the *Siam Observer*. His Honour made the order asked for, and on the motion of Mr. Naylor he also ordered that the keys of the premises should be handed over to Mr. Dowse, by Mr. Tillett.

A RETREAT from Batavia, received at the Hague, says the Governor-General of the Dutch Indies has decided to send an expedition against the Raja of Tombuk. This enterprise of the highest importance, for, except the sent to Aceh, it is the largest expedition which has been undertaken for many years, as it will consist of 2,500 men and 10 battleships. The immediate cause of the expedition is the disobedience of the Raja to the Dutch suzerainty and the threatening famine among the population, owing to the ill government of the Raja, who shows that he is not willing for a peaceful solution of the grievances of the Dutch-Indian authorities.

The legal action instituted by Gustave Hippolyte Henri Ange Rolin-Jacquemyn, against J.-h. Joseph Lillie, of the *Siam Free Press*, was heard on 5th July at H. B. M. Consulate, before Mr Beckett (acting-vicere) and a jury composed of Messrs Shelley, Clarke (Ferman), Knight, Campbell and Adams. After hearing the good deal of evidence, the jury returned the following verdict:—We find that the letter published in the *Siam Free Press* on September 29, 1893, consisting of 10 lines on Mr. Roli-Jacquemyn, and is calculated to damage his character and reputation, and assess damages against Mr. Lillie at 1,000. Judgment was entered accordingly, with costs.

The question has lately been raised, in relation to the threatened war between China and Japan, what would be the course of action pursued by the Japanese residents and officials in Shanghai? We understand, on very good authority, that, in the event of this occurring, the Japanese will be advised not to leave Shanghai, as this is a Foreign Settlement and under Foreign jurisdiction, and the same conditions do not exist here as would exist in an enemy's country. It is doubtful even if the Consul-General would feel called upon to leave here, or transfer the protection of his people to another Consul. As the modern usage of warfare does not include interference with non-combatants in an enemy's country, this seems to be the correct course, and it argues badly for the knowledge of international courtesy on the part of the Chinese Minister and Consul in Japan for them to have advised their people, as reported, to prepare to leave at a few hours' notice. Under no circumstances would the other Consuls permit the slightest interference by the Chinese with the Japanese population of this Settlement, and any attempt on the part of the officials to do so would certainly meet with strong protest from the powers. No would a sit of any sort be tolerated within it, either against any special nationality, or against all foreigners.—*Shanghai Mercury*.

One of the most interesting chapters ever concluded in connection with the trade of Hull has just been signed. This is the fixing of the steamer *Venus* to load at Hull 1,300 tons of coal for the Yenisei River. The Yenisei River enters the Arctic Sea in lat. 72 N. 80 E. It is beyond Nova Zembla and the Gulf of Obi, and is the central of the three great rivers of Siberia. The cargo of this vessel is intended for the construction of the great railway across Siberia, the largest and most wonderful feat in railway construction ever attempted. Some idea of the immensity of the undertaking may be gathered from the fact that the distance between Tcheljabinsk, where the railway commences, and Vladivostock, where it terminates, is no less than 7,120 versts. The North Russian Railway, which forms the first part of this great system, is being pushed forward with great energy, and the end of the present year will see the completion of the line to Irkutsk, 500 miles to the east of the Ural Mountains. When that place is reached, 750 versts will have been completed, though considerable progress has been made with sections of the line to the sea of Okhotsk; and, indeed, it is anticipated that within two months workmen's trains will reach the River Oleni, in the region of the West Siberian Railway. The *Venus* will receive £23 per ton as her outward freight, and will conclude an interesting, and probably, a very exciting voyage by loading at Archangel a cargo of deals for Hull. This is the first time that such a voyage has been undertaken in connection with the trade of Hull, though considering the vast quantity of rails that will be required for the work, it is extremely probable that it will not be the last.

THE PLAGUE IN HONGKONG.
The bubonic plague has not gone yet; this announcement may be growing monotonous, like the eternal "Dilecta est Cartago" of Cato Major; but the plague in itself is a great danger to Hongkong as ever Carthage was to Rome, and its final extermination is just as urgent a necessity. And while raising up classical quotations, we may mention another, particularly apt—Deliberat Ioma, perit Seguntum," for the overwhelming flood of discussion that has broken loose lately there is greater danger of wasting valuable time and losing the opportunity for doing the right thing at the right moment. The return of the coolies who left the Colony in thousands is a serious danger which needs prompt action, to prevent a re-occurrence of the plague in all its virulence; for already there have been cases enough to prove that Hongkong is seriously threatened in this direction. What is wanted is more action and less talk.

It is an open secret—there is no need to say who revealed it—that Dr. Cantlie has sent in a letter to his laid before the Sanitary Board to-morrow, explaining that in the former letter which caused so much discussion, and which said there was little evidence of insanitary conditions existing in Hongkong, his point was not that the drains are all right, nor that the Chinese quarter is healthy, but that as the registration of deaths has not shown anything to the contrary there is no need of an improvement in the system of registering. That is perfectly true; if all deaths and their causes were properly registered on a reliable basis, it would be easy to detect anything wrong with the sanitation of the Colony. Either the Chinese mortality statistics have been a perfect farce; many of the dead are unrecorded, and half the vital statistics records are mere native guess-work. To have every case of sickness or at any rate of fatal sickness properly diagnosed would require a staff of Chinese doctors educated in Western science, and that is only to be obtained through the Chinese Medical College, of which Dr. Cantlie is the moving spirit.

This is all right in its way, and undoubtedly of immense permanent value; Hongkong and the whole Chinese nation certainly owe a deep debt of gratitude to Dr. Cantlie for what he has done and continues to do towards this end.

But the question calling for settlement just now, before anything else at all, is—How shall we get rid of the bubonic plague? There is no need of any registration business to tell us it is here, or to tell us that it threatens ruin to the Colony, or to tell us that it is on the point of removing its ravages on nearly as big a scale as ever. If it is not checked, there will be no need for any registration arrangement, for there will be nobody left to register. A month ago there were 44 cases under treatment in the local hospitals; yesterday there were 154, and the flood-gates of Kwangtung are opening on us, pouring infection into Hongkong wholesale. The Permanent Committee has warned people against the dangers of this influx; but the Canton river steam boats have three passengers coming for every one going, and fresh cases of plague are being traced to this source daily. We should be extremely sorry to rouse an alarmist spirit, but it would be madness to cry "Peace-pipes" when there is no peace.

The plague has petted us for half the Colony for the three months (May, June, and July) probably to have cost less than \$10,000 in actual expenses of the sanitary corps—wages of 30 men at half dollar per day \$22,500, without counting sergeants etc.; off-sets and similar items, probably half that (though a great deal was provided by subscription, it all cost money); disbursements must be a large amount, not easily estimated at present, but likely to run into the fifth figure. Beyond this, there is the bill for removing people from the condemned districts, toppling the buildings, and leveling and reconstructing the streets; the amount of the land by the Chinese calculated to cost \$60,000 or \$750,000, and the work to be done is vastly expensive. Such a heavy blow to the Colony emphasises the stern necessity of never again risking on to the sea.

From the returns supplied daily by the authorities it will be seen that nine patients altogether have elected to go to Lai-chi-kok. The figures supplied by the Permanent Committee for publication, as given below, now include burials; but as these date from six o'clock, they do not necessarily agree with the deaths reported from noon to noon. They only form a check in a general way.

The returns show only forty odd cases under treatment at the Tung-Wah (Cattle Depot), a difference of 55 since yesterday; but that is only because yesterday's figures were wrong. From the first, the Tung Wah officials have not reported the number of patients remaining under treatment by actual counting, and so the balance has been figured out daily from the returns; but it is evident that the royal troops have been treated for a week past—that of Tsoi at Wenchow was terribly anxious to earn some further recognition from the Peking Government, and wanted either the double peacock feather or the yellow riding jacket, and hence the pre-emptive bar. Yuan is undoubtedly a able man, and has rendered China valuable services since 1884. But it is now believed by his friends that his goal is to earn the approval of his superiors has landed himself and China into a quagmire from which he will find it difficult to extricate himself without leaving something behind. When the royal troops were routed by the peasants, which would be impossible in any country but Korea, it was only when they saw that there was no hope of obtaining redress that the people openly took the field against their oppressors. You will remember that in their proclamation the revolted people asserted their loyalty to the King, and proclaimed that they were only waging war against his bad *Ministers* who were using the Royal prerogative for their own ends. The movement was purely local, and its effects have been confined to a small portion of Yuen, the Chinese Resident here. This gentleman who was on the point of winding up his affairs and taking his departure for his new post—that of Tsoi at Wenchow was terribly anxious to earn some further recognition from the Peking Government, and wanted either the double peacock feather or the yellow riding jacket, and hence the pre-emptive bar. Yuan is undoubtedly a able man, and has rendered China valuable services since 1884. 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THE CHINA MAIL.

WEDNESDAY, JULY 19, 1894.

Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
China (via Nagasaki), TUESDAY, July 24,
Kobe, Inland Sea at 1 p.m.
Perfume Nagasaki, Saturday, Aug. 11,
Kobe, Inland Sea at 1 p.m.
City of Rio de Janeiro (via Nagasaki), WEDNESDAY, Aug. 29,
Kobe, Inland Sea at 1 p.m.
and Yokohama) ...

THE U. S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, via NAGASAKI, KORE, INLAND SEA and YOKOHAMA, on TUESDAY, the 24th July, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted in England, France, and Germany by all trans-Atlantic lines of Steamers, to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rates.

Passenger holding orders FOR OVERLAND ROUTES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Domingos, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Bills will be received on board until 4 p.m. the day previous to sailing. Particulars will be received at the Office of the Company's Offices in Seattle, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, July 11, 1894. 1152

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belg (via Nagasaki), Kobe, Inland Sea, WEDNESDAY, Aug. 1, Yokohama and Honolulu) ... at 1 p.m.

Oceanic (via Nagasaki, Kobe, Inland Sea & Yokohama) ... TUESDAY, Aug. 21, at 1 p.m.

Gætic (via Nagasaki, Kobe, Inland Sea and Yokohama) ... TUESDAY, Sept. 11, at 1 p.m.

THE Steamship *BELGIO* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 1st August, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

General Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight of Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, July 3, 1894. 1152

Intimations.

SANTAL-MIDY.

The pure Essence of Santal obtained by Midy's process from the best Myrrh wood.

SANTAL-MIDY entirely different from the oil of the Indian Balsam, is a strong, pungent Oil, of injection and free from all smell and other inconveniences.

SANTAL-MIDY cures all diseases of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in small round capsules, each of which bears the name ... **MIDY** which none are genuine.

SANTAL-MIDY Beware of Imitations. All other capsules or mixtures contain impurities, resins, oils, etc., and are worse than useless.

SANTAL-MIDY is sold by all druggists and medicine dealers throughout the world.

Paris: 3, Rue Vivienne, 3.

For Sale by A. WATSON & Co. Chemists.

1894.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

SAFETY—SPEED—PUNCTUALITY

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,

VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R. ...WEDNESDAY, 25th July.

EMPEROR OF CHINA...Comdr. E. Archibald, R.N.R. ...WEDNESDAY, 15th August.

EMPEROR OF INDIA...Comdr. O. P. MARSHALL, R.N.R. ...WEDNESDAY, 4th Sept.

THE magnificient Steamships of this line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VICTORIA (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRAINS.

CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, and York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Natural tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATE, (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR.

PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney via Brisban and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUSNESS OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MUNIFAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent,

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CHINA MAIL OFFICE,

Hongkong, May 17, 1893. 905

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R E G I N A V. P I T M A N ,

containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of

P I T M A N V. K E S W I C K

AND OTHERS.

Price per Copy, — 50 CENTS.

China Mail Office.

1894.

Merchant Vessels in Hongkong Harbour.

Exclusively of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, & naming at

Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the

Harbour *c*. Shipping or midway between each shore are marked *d*, in conjunction with the figures denoting the sections.

Section	1. From Green Island to the Gas Works	7. From Naval Yard to Blue Buildings.
2. From Gas Works to Jardine's Wharf.	8. From Blue Buildings to East Point.	9. From Kellett's Island to North Point.
3. From Jardine's Wharf to the Harbour Master's Office.	10. Kowloon Wharves.	11. Jardine's Wharf.
4. From Harbour Master's to the P. & O. Co.'s Office.		
5. From P. & O. Co.'s Office to Pelegier's Wharf.		
6. From Pelegier's Wharf to the Naval Yard.		

Yesterdays arrivals and departures.

Arrivals.

Departures.